

Local News

H. E. Rutherford, of Luraville, is among the visitors in the city today.

Mrs. Luke Howell and Mrs. Orbie Tucker, of Newberry, are guests of Col. Ira Carter and family this week.

H. S. Harrell, our supervisor of registration, is in town today on business and to attend the Broughton meetings.

Leroy N. Pearce, of Luraville, is a business visitor to Live Oak and is registered at the Ethel.

E. R. Wise, county organizer of the Farmers' Union, went down to Pinemount this morning where he will organize a local union tonight.

W. A. Rye, of Lanier, came up on the Florida Railway this morning and is transacting business in the city today.

From Friday's Daily.

Mrs. W. H. Sealey, of Dowling Park, is up to attend the Broughton meetings this week.

S. E. Townsend, formerly of Live Oak, and now residing at Starke, was a visitor to the city yesterday, and was registered at the Ethel.

Quite a number of young ladies who have been students at the Jasper Normal Institute, passed through this morning enroute home from school.

Several of the Live Oak people have been attending parts of the commencement exercises of the Jasper Normal Institute this week. They report that the exercises were fine and the school has had a most successful year.

Misses Bullock, Flossie Byrd and Maude Creekmore returned from Jacksonville today, where they have been for the past few days, attending the state association of the B. Y. P. U. They were delegates from Live Oak church.

W. S. Gamble, who has just completed a commercial course in the Southern Business College, left Wednesday for Mulberry, where he has accepted a lucrative position with Mr. E. W. Ellis, one of the leading merchants of that place. The demand for graduates of the Southern Business College is greater than the supply, and the management of the college find no trouble in placing every graduate in good paying position.

From Saturday's Daily.

Mr. Brannen, of the Friendship neighborhood, was a visitor to Live Oak this morning.

Miss Rie Porter and Mrs. Scruggs left yesterday afternoon for Summerfield, in response to a message announcing the illness of Mr. Scruggs.

L. S. Albritton, one of Suwannee's substantial citizens, was a visitor to Live Oak this morning and left his renewal for the Democrat.

If you want to wear Tans this summer, don't fail to see our line this week at White's Shoe Store. 3-5t

E. R. Wise returned this morning from Pinemount, where he went yesterday to organize a local of the Farmers' Union. The organization took place at the Sullivan school house, and a large number of farmers were present to meet Mr. Wise. Every one present gave in his name for membership and the local was organized with very flourishing prospects.

Mrs. Hall, wife of Mr. Arthur Hall, of Pinemount, died last night after an illness of several days with fever. She was the daughter of Mr. and Mrs. Sim Thompson, of Pinemount, at the time of her death, was about 19 years of age. Mrs. Hall was a most estimable lady, and was well and favorably known in this county, where she resided all her life. The funeral services will be conducted at the Macedonia cemetery this afternoon, when the remains will be laid to rest. The casket, a very handsome one, was furnished by Undertaker Potsdamer.

From Saturday's Daily.

The Live Oak Telephone Company have purchased a new central outfit of the very latest model. The central office will be moved tonight from the old quarters in the Baisden to the new offices in the Dowling building. The new central outfit is equipped with every modern device for giving perfect service. The different colored lights will indicate when the persons are talking and when they have finished and receiver is hung up again, and many other devices which will be spoken of later when the new offices are completely installed. In moving tonight the service will be suspended for just a short time as possible and will not inconvenience any one to any degree, the new outfit making this quick change possible. Mr. Lyons is very enthusiastic in giving the people of Live Oak the best possible telephone service.

IMPORTANT LUMBER DECISION.

By Federal Court in Which All Florida Mill Men Are Interested.

(Valdosta (Ga.) Times, June 6.) Possibly the most important case to Southern interests decided for a long time was the case of Tift et al against the Southern Railway Company and other railroads, handed down by the supreme court on yesterday.

The complaints were, not as stated elsewhere, the Interstate Commerce Commission, but a large number of manufacturers of yellow pine lumber, who entered into a voluntary agreement, called the Georgia Sawmill Association. Among these are H. H. Tift, W. S. West, J. Lee Ensign, J. S. Betts & Co., Carbutt Lumber Company, Alabama Lumber Company, the Southern Pine Company, and all the other members of the Georgia Sawmill Association. The defendants are the Georgia Southern and Florida Railway Co., Southern Railway Company, Central of Georgia Railway Company, Macon and Birmingham Railway Company, Nashville, Chattanooga and St. Louis Railroad Company and the Southeastern Freight Association.

The bill was filed on the 17th of April, 1903. The averments in brief are that the defendant companies had published and were immediately to put into effect an increase of two cents a hundred pounds in the rate of lumber from Georgia points to points of delivery on the Ohio river and beyond, and that the two cent advance was unjust and excessive and would result in irreparable injury. An injunction was sought upon the ground that the contemplated action for the defendants was in violation of the act to regulate commerce. A temporary restraining order and rule to show cause why the injunction should not be granted, having been filed, a general demurrer was filed denying the jurisdiction of the Circuit Court of the United States. A hearing was had upon the demurrer and also upon the evidence submitted by both parties. On the 16th day of May, 1903, Judge Speer held that the court had jurisdiction to grant the relief sought if finally satisfied of the righteousness of complainants' demands, and overruled the demurrer. He, however, dissolved the temporary injunction. This was because the rate had not at that time actually been imposed.

What the Decree Was.

The decree, however, concluded with the following clause:

"In case the respondents shall enforce the rates complained of and the complainants shall make proper application to the Interstate Commerce Commission to redress their alleged grievances the court will entertain a renewal application on the record as made and such appropriate additions thereto as may be proposed by either party, for enforcing the enforcement of such rates pending the investigation by the commission unless otherwise dissolved and on presentation to the court of the report of the commission such other action will be taken as will be conformable to law and the principles of equity."

The railroads at once made the advance rates effective, and on the day following the complainants, as Judge Speer had indicated they might do, presented their complaint to the Interstate Commerce Commission. This

was on the 23rd of June, 1903. The complainants then again sought from the court in Macon an injunction to restrain the enforcement of the rates pending the action of the commission.

It is probably true that no case involving such important rights of both shippers and railroads have ever been heretofore decided in a Southern state since the Interstate Commerce law went into effect.

The full opinion of the supreme court is not reached here. The principal points sustained, however, are:

1. The original jurisdiction of the circuit court to hear the complaint of the shipper against excessive rates.
2. The power of that court to compel restitution to the shipper of the amount of such excessive rates thus exacted.

LUMBERMEN IN LUCK.

Big Victory Over Railroads Will Bring Millions to Them.

(St. Louis Globe-Democrat.) Manufacturers and handlers of southern pine lumber, the annual production of which amounts to more than 10,000,000,000 feet, or fully one-third of the total lumber output of the United States, are keenly interested in the two decisions of the United States supreme court relative to the celebrated 2-cent advance in yellow pine freight rates established by the southern railroads in 1903 and ever since enforced in the transportation charges from the south on that kind of lumber.

Roads Collected \$10,000,000.

It is estimated that the originating lines for southern pine have collected in overcharges under this advanced rate, now declared by the supreme court to be illegal, from \$10,000,000 to \$12,000,000, all of which, under the logic of the decisions, is recoverable at the hands of those who paid the freight, and for the repayment of a considerable part of which the railroads gave bond in the course of appealing the issue from the United States circuit courts to the United States court of appeals, restitution, of course, being conditioned on their losing in the long run.

James E. Gatewood, associate editor of the St. Louis Lumberman, which has taken an active part in the fight, said last night that the force and effect of the decisions will be to greatly strengthen the power and enhance the prestige of the interstate commerce commission whose ruling in each of the cases was that the advanced rates were "unjust and unreasonable." This finding of the commission, which carried with it an order to discontinue the rates, was affirmed by the supreme court and by all the courts below.

History of the Cases.

As docketed in the supreme court, the two causes of action bore title, respectively, of "Illinois Central Railroad Company, Gulf and Ship Island Railroad Company, Southern Railroad Company, et al., appellants, vs. the interstate commerce commission," and the "Southern Railway Company et al., appellants, vs. H. H. Tift et al., appellees." In the first of these cases appeal was had from the United States circuit court for the eastern district of Louisiana and in the second from the United States circuit court of appeals for 5th circuit, to which the railroads had carried the case on appeal from the United States circuit court for the southern district of Georgia—Judge Speer's court.

The two cases have been fought through the interstate commission and the courts by two yellow pine manufacturers' associations, or rather the members of these, acting in their individual capacity—the Georgia Sawmill Association, which has dealt with the southeastern and southern roads, and the Central Yellow Pine Association, which has looked after the litigation against the Illinois Central and other lines in Mississippi, Alabama and eastern Louisiana.

The former of these two organizations has already effected a pooling arrangement of overcharge claims with the dealers, purchasers of the lumber of its members, and is in position to at once ask the court of original jurisdiction to determine

the award under the report of the special master previously appointed. To lumbermen in the state of Georgia alone the refunding, according to the lumbermen's attorneys, will amount to more than \$1,000,000.

Notice.

The meeting of the Farmers' County Union has been changed from July 4th to July 11th, at Clayland, Fla. E. R. WISE, Pres. Co. Union.

Live Oak, Perry & Gulf R. R. Co.

Schedule Effective, May 19, 1907.

WEST BOUND				EAST BOUND			
1st. Class	2d. Class	3d. Class	4th. Class	1st. Class	2d. Class	3d. Class	4th. Class
Mail & Passenger	Passenger	Passenger	Passenger	Mail & Passenger	Passenger	Passenger	Passenger
No. 1, Daily	No. 5, Sunday Only	No. 3, Daily ex. Sunday	No. 7, Daily ex. Sunday	No. 2, Daily ex. Sunday	No. 6, Sunday Only	No. 12, Sunday Only	No. 4, Daily ex. Sunday
A. M. Leave	P. M. Leave	P. M. Leave	P. M. Leave	P. M. Arrive	P. M. Arrive	P. M. Arrive	P. M. Arrive
8:00	2:00	2:40	3:00	4:05	6:00	6:00	10:35
8:18	2:18	3:00	3:07	3:47	5:44	5:44	10:10
8:22	2:22	3:07	3:15	3:43	5:40	5:40	9:40
8:25	2:25	3:15	3:31	3:40	5:37	5:37	9:37
8:34	2:34	3:31	3:40	3:31	5:28	5:28	9:28
Ar 8:40	Ar 2:40	Ar 3:40	Ar 4:00	Lv 3:25	Lv 5:10	Lv 5:10	Lv 9:25
Lv 8:45	Lv 4:45	Lv 4:00	Lv 4:05	Ar 3:19	Ar 5:10	Ar 5:10	Ar 9:14
8:49	4:49	4:05	4:10	3:13	5:07	5:07	9:14
8:57	4:57	4:10	4:20	3:09	5:03	5:03	9:06
s 9:00	s 5:00	s 4:20	s 4:25	3:06	5:00	5:00	9:00
9:06	5:06	4:35	4:40	s 3:00	s 4:54	s 4:54	8:56
9:19	5:19	4:40	4:45	2:56	4:50	4:50	8:50
9:25	5:25	5:00	5:05	2:40	4:34	4:34	8:46
9:38	5:38	5:15	5:20	2:24	4:18	4:18	8:30
9:55	5:55	5:35	5:40	2:10	4:05	4:05	8:16
Ar 10:05	Ar 6:20	Ar 5:45	Ar 5:50	Lv 2:00	Lv 3:55	Lv 3:55	Lv 8:00
P. M.	P. M.	P. M.	P. M.	A. M.	P. M.	A. M.	A. M.

MAYO AND ALTON BRANCH.

WEST BOUND				EAST BOUND			
Frt. & Pass.	Frt. & Pass.	Passenger	Passenger	Frt. & Pass.	Frt. & Pass.	Passenger	Passenger
No. 7, Daily ex. Sunday	No. 9, Daily ex. Sunday	No. 11, Sunday Only	No. 13, Sunday Only	No. 8, Daily ex. Sunday	No. 10, Daily ex. Sunday	No. 14, Sunday Only	No. 16, Sunday Only
A. M. Leave	P. M. Leave	A. M. Leave	P. M. Leave	A. M. Arrive	P. M. Arrive	A. M. Arrive	P. M. Arrive
9:06	4:40	9:40	5:30	7:58	3:06	8:55	2:22
9:22	4:56	9:53	5:43	7:39	2:43	8:42	2:22
9:32	5:06	10:03	5:53	7:27	2:33	8:32	2:22
9:56	5:30	10:15	6:05	s 7:15	s 2:20	s 8:20	s 2:00
Ar 10:06	Ar 5:40	Ar 10:25	6:15	Lv 7:00	Lv 2:10	Lv 8:10	Lv 1:50
P. M.	P. M.	P. M.	P. M.	A. M.	P. M.	A. M.	A. M.

Regular stop. Connection made at Dowling Park for all trains to and from Live Oak and Perry. For further information as to connections with other lines call on any ticket agent. Trains make connection at Live Oak with all Seaboard and Atlantic Coast Line trains.

J. LEE ENSIGN, President.

R. P. HOPKINS, Traffic Manager.
S. T. GRIMSHAW, Superintendent.

FLORIDA RAILWAY

SCHEDULE.

CONNECTS WITH ALL TRAINS ON S. A. L. RY. AND A. C. L. RY. AT LIVE OAK.

HEAD DOWN.				CENTRAL TIME.				HEAD UP.			
No. 3, Mixed Fgt. Daily Except Sunday.	No. 1, Mail and Express Daily.	No. 1, Mail and Express Daily.	No. 2, Mail and Express Daily.	No. 1, Local Fgt. Daily Except Sunday.	No. 2, Local Fgt. Daily Except Sunday.	No. 1, Local Fgt. Daily Except Sunday.	No. 2, Local Fgt. Daily Except Sunday.	No. 1, Local Fgt. Daily Except Sunday.	No. 2, Local Fgt. Daily Except Sunday.	No. 1, Local Fgt. Daily Except Sunday.	No. 2, Local Fgt. Daily Except Sunday.
STATIONS.											
7:30 a.m.	3:30 p.m.	Lv.	Live Oak	Ar.	10:30 a.m.	5:30 p.m.					
7:50 a.m.	3:34 p.m.	Lv.	Porter	Lv.	10:30 a.m.	5:30 p.m.					
8:05 a.m.	3:54 p.m.	Lv.	Stokley	Lv.	10:22 a.m.	5:00 p.m.					
8:19 a.m.	3:56 p.m.	Lv.	Lanier	Lv.	10:20 a.m.	4:46 p.m.					
8:30 a.m.	4:08 p.m.	Lv.	Kirkland	Lv.	10:10 a.m.	4:40 p.m.					
8:40 a.m.	4:19 p.m.	Ar.	Wilmarth	Lv.	10:00 a.m.	4:20 p.m.					
8:50 a.m.		Lv.	Wilmarth	Ar.							
9:10 a.m.		Ar.	Luraville	Lv.							
9:30 a.m.		Lv.	Luraville	Ar.							
9:50 a.m.		Ar.	Wilmarth	Lv.							
10:00 a.m.	4:20 p.m.	Lv.	Wilmarth	Ar.	9:57 a.m.	4:15 p.m.					
10:10 a.m.	4:24 p.m.	Lv.	Suwannee River	Lv.	9:56 a.m.	4:12 p.m.					
10:20 a.m.	4:30 p.m.	Lv.	Norwood	Lv.	9:45 a.m.	3:57 p.m.					
10:39 a.m.	4:40 p.m.	Ar.	Mayo	Lv.	9:35 a.m.	3:45 p.m.					
10:40 a.m.		Lv.	Mayo	Ar.							
10:50 a.m.		Ar.	Alton	Lv.							
10:55 a.m.		Lv.	Alton	Ar.							
11:05 a.m.		Ar.	Mayo	Lv.							
11:10 a.m.	4:42 p.m.	Lv.	Mayo	Ar.	9:37 a.m.	3:40 p.m.					
11:20 a.m.	4:49 p.m.	Lv.	San Pedro	Ar.	9:30 a.m.	3:25 p.m.					
11:26 a.m.	4:53 p.m.	Lv.	Salt Road	Lv.	9:25 a.m.	3:15 p.m.					
11:46 a.m.	5:10 p.m.	Lv.	Askold	Lv.	9:06 a.m.	2:45 p.m.					
5:4 a.m.	5:17 p.m.	Lv.	Charlton	Lv.	9:00 a.m.	2:35 p.m.					
5:06 a.m.	5:27 p.m.	Lv.	Keene	Lv.	8:53 a.m.	2:20 p.m.					
5:16 a.m.	5:35 p.m.	Lv.	Fenholloway	Lv.	8:45 a.m.	2:10 p.m.					
5:24 a.m.	5:43 p.m.	Lv.	Denmark	Lv.	8:38 a.m.	1:55 p.m.					
5:34 a.m.	5:50 p.m.	Ar.	Perry	Lv.	8:30 a.m.	1:45 p.m.					

(d) Telegraph or Telephone Station. (f) Flag Station. (r) Register. (s) Regular Stop. (a) Agency Station. R. S. Gon er Agent. J. P. ALSTON Superintendent.

TO THE JAMESTOWN EXPOSITION

VIA

The Atlantic Coast Line Railway

People all over Florida, see the Atlantic Coast Line "Purple Folder" for schedules to the Jamestown Exposition. Two daily trains each way with through Pullman buffet sleeping cars.

Season, sixty day and fifteen day limit excursions. Tickets on sale daily from April 16th to Nov. 30th, at low rates. Coach excursions at very low rates.

For further information see your nearest railroad agent or write FRANK C. BOYLSTON District Passenger Agent, Atlantic Coast Line, Jacksonville, Florida.